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COUNTRY Austria REPORT NO. 25X1A

TOPIC 1. Aspern Airfield  
2. Aspern and Kagran Military Posts

EVALUATION 25X1A  
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REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

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1. Between 8 a.m. and 2 p.m. on 16 September 1953, 30 MiG-15s, 6 single-engine aircraft with radial engines, and 4 Pe-2s including 2 without landing gears were observed at Aspern (P 49/X 49) airfield. There was a 4/10 overcast, a southeasterly wind of about 30 km/h, very good visibility in a range of up to 15 km, and a cloud base at about 2,000 meters. There was the following air activity by MiG-15s:
- Two MiG-15s fitted with large auxiliary fuel tanks, one of them towing a sleeve target, took off at an interval of 20 seconds. The aircraft disappeared from the field of view and returned to the field after about 45 minutes. The towing aircraft dropped the sleeve target, banked to the east, north and west and finally landed from the west-northwest. About 30 seconds later, the pursuit aircraft approached at an altitude of about 300 meters and landed at the field.
  - Two MiG-15s without auxiliary fuel tanks took off with an interval of one wingspan and a distance of an aircraft length. The aircraft rapidly climbed to a high altitude and disappeared from the field of view. After a flight of about 25 minutes, the aircraft crossed over the field from the west to the east at an altitude of about 200 meters and landed from the west-northwest.
  - Four MiG-15s took off in elements of two at an interval of 20 seconds. At an altitude of about 2,500 meters, the aircraft assembled in echelon formation to the right making curvilinear flights. Before the landing, the aircraft again formed elements of two and then crossed over the field from west to east at an altitude of about 200 meters, banked to the north and west-northwest, and finally landed individually at intervals of 20 to 30 seconds. One formation of four aircraft landed at intervals of 18 to 20 seconds between the individual aircraft. A maximum total of 10 MiG-15s were simultaneously observed aloft; i.e. 1 towing MiG-15, 1 pursuit MiG-15, 2 elements of two MiG-15s, and a formation of four MiG-15s.

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2. No change was observed in the status of the ground radio installations, referred to as objects 11 and 12. At the western end of the take-off strip was a radio truck with a telescopic mast on top of which a cone-shaped antenna with a disk was fitted.

There was vehicular traffic [redacted]

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[redacted] with drivers wearing black-bordered blue epaulets.

The PKV-45 DF station was removed from its previous location near Gross Enzersdorf.

3. Between 2:45 p.m. and 5:30 p.m. on 17 September, 24 MiG-15s, 2 single-engine aircraft with radial engines, and 4 Pe-2s were parked at the field. There was a C/10 overcast, calm weather and very good visibility. MiG-15s took off individually and in elements of twos and practiced flying for about 25 minutes duration; towing and pursuit MiG-15s practiced for 30 to 40 minutes. [redacted] drivers wearing black-bordered blue epaulets entered and left the western fuel dump. About 26 motor vehicles, [redacted] were parked in front of and in the garages. Vehicular traffic to the flight control station [redacted] with drivers wearing black-bordered blue epaulets.

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4. At Aspern military post, the buildings Nos 1, 2, 4, 5, and 6 were not occupied, no activity was observed at building No 3, building No 7 was utilized for the storage of fire wood and coal, and building No 8 was occupied by personnel wearing black-bordered blue epaulets. [redacted] driver wearing black-bordered blue epaulets was parked in front of No 29 Wimpfen Gasse. The Konrad Kaserne in Gross-Enzersdorf (P49/X 59) was guarded and occupied by soldiers wearing black-bordered blue epaulets. The former home for aged people was not occupied. Building No 136 on Kaiser-Franz-Josef Strasse was occupied by personnel wearing black-bordered blue epaulets and motor vehicles were assembled in the pertaining garden. The radio installations on the southeastern edge of Gross-Enzersdorf were unchanged and the PKV-45 DF station was removed.

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5. Between 9 a.m. and 11 a.m. and between 2 p.m. and 3 p.m. on 17 September, the following vehicles and military equipment were observed in the AA section of the barracks installation in Kagran (P 49/X 49):

3 medium AA guns; 6 x 37-mm AA guns; 8 AA machine guns; 1 radio truck with a sandglass-shaped antenna and with two-wheel trailer [redacted]; 4 weapon carriers; 2 van-like trucks, [redacted] with a sandglass-shaped antenna; 1 AA computer; and 22 trucks [redacted]

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Eight soldiers were cleaning a medium AA gun. About 100 men were engaged in athletics in the barracks yard. [ ] was parked at the fuel dump which was guarded by sentries wearing red-bordered black epaulets. [ ] driver wearing red-bordered black epaulets, was being loaded with fuel containers. The AA section of the barracks installation apparently had the same occupation strength as prior to the transfer.

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6. Between 1:30 p.m. and 2 p.m. on 23 September, 30 MiG-15s, 6 single-engine aircraft with radial engines, and 4 Pe-2s including 2 without landing gears were observed at Aspern airfield. There was the same air activity as on 16 September, but no flights were made in formations of four. There was a 2/10 overcast at an altitude of about 2,000 meters, a southeasterly wind of 40 to 50 km/h, visibility ranging up to about 8 km, and haze. The Pe-2s parked at the field apparently were not serviceable as no activity was observed at the aircraft which had partly been disassembled. This assumption was supported by the pattern in which the Pe-2s were parked. At the time when the airfield had still been fully occupied by a Pe-2 unit, only aircraft which were not used for flying and apparently were not capable of flying, were parked at the present dispersal area of Pe-2s. The aircraft were not covered with tarpaulins and the cabin roofs were missing on some of them.

[ ] Comment: Aspern airfield is occupied by a Soviet fighter regiment. The detailed and well described air activity shows the same status of training as previously was observed with the fighter units of the Twenty-Fourth Air Army in East Germany.

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